1: Melamid K-4 (no date) 1953 MK4 Trucial Oman MK4
Qatar MK3

and their subjects, assisted by the occasional vigilance of British cruisers and sloops, piracy ceased, and since the 1840's the coast (except for Qatar) has been known as the "Trucial Coast," and the sheikhdoms collectively as "Trucial 'Oman," though there exists no political connection between the sheikhdoms of the coast and the sultanate of Muscat and 'Oman to the east.

Slave trading in natives of the coast, other Arabs, and Africans, and also gunrunning, long a subsidiary occupation, became predominant after the establishment of the maritime truce. Before the end of the nineteenth century Great Britain was forced to make another series of treaties with the sheikhs outlawing these practices.[5] In return for small subsidies, the sheikhs were prohibited from granting concessions for mining operations or bunkering stations to nationals of other states except with the approval of the British government. Further, British officials stationed in the area of the Persian Gulf obtained the right to supervise any foreign nationals entering or residing in the area of the sheikhs. These clauses were supposed to guarantee Great Britain against the threatened acquisition of bases by France, Russia, and Germany, which would have disturbed British naval dominance in the Indian Ocean. By means of these treaties the sheikhdoms of the Persian Gulf became virtual British protectorates in all matters of international concern, but without British military occupation or civilian administration. The British Indian rupee gradually became the currency in use along the coast; in the interior the Maria Theresa dollar is more acceptable.

In accordance with the policy of nonintervention in internal affairs, Great Britain recognizes no boundaries between the sheikhdoms. Trucial sheikhs are therefore able to attack and absorb one another's territory without restriction, and, similarly, new Trucial sheikhdoms can emerge if they agree to the provisions of the treaties. For example, the 1820 agreement was signed by eight local sheikhs (exclusive of the sheikh of Bahrein, signing for Qatar), but only six were left to sign the 1835 treaty. In 1914, only five sheikhdoms were reported to exist,[6] and today the number seems to be seven Trucial sheikhdoms and one sheikhdom, Fujaira, outside the Trucial treaties (Table I). The fate of the vanished sheikhdoms is unknown. As Sir Percy Cox[7]

[5] It should be noted that these treaties refer only to the external relations of the region. Therefore slavery of natives is exclusively subject to local law and custom and is independent of the treaty relation with Great Britain. Several recent reports mention the existence of slavery in the region but without citing definite cases. Nothing is known of the extent of the slavery, its conditions, or its economic importance.

[6] For example, in Peace Handbooks, Vol. 13, Foreign Office, Historical Section, London, 1920, p. 43.

[7] Some Excursions in Oman, *Geogr. Journ.*, Vol. 66, 1925, pp. 193–227; reference on p. 200.

1: Helmand R-4 (no date) 1953 MK4 Trucial Oman MK4 QATAR MK3

TABLE I—STATES OF THE SOUTHEASTERN PERSIAN GULF REGION
(The population is the estimated settled population.)

STATE	POLITICAL STATUS	CAPITAL AND POPULATION	REPORTED BOUNDARIES	REMARKS
QATAR*	Trucial sheikhdom until 1868; British confirmation of independent British-protected status in 1913 and 1916.	Doha	East-west across the peninsula from Khor al Odaid; area given as 4500 square miles.	Resident British representative since 1950; no statistical information available except data on crude-oil exports; dispute with Bahrein on rights in the northwest end of peninsula.
ABU DHABI	Trucial sheikhdom since 1820.	Abu Dhabi, 4000 to 10,000	On the coast west at Khor al Odaid, east at Khor al Ghamdha; one day's camel journey inland; area given as 2500 square miles.	In area probably the largest of the present Trucial states; the town of Abu Dhabi is connected to the mainland by a causeway covered with water at high tide, and has a poor supply of drinking water; good relations with the Bedouins of the region are reported.
DUBAI	Trucial sheikhdom since 1820.	Dibai, 20,000	On the coast west at Khor al Ghamdha, east at Abu Hail; area given as 1500 square miles.	The town of Dibai is probably the largest of the region, containing the local market for pearls and the office of the Real representative of the petroleum concessionaire; supplies fuel; the town is located on the most navigable creek of the area and is occasional port of call for steamers from overseas; recent visitors report friction between the sheikh and local Bedouins and with the descendants of the former ruling family (until last century) resident at Dairah, across the creek from Dibai.
SHARJAH	Trucial sheikhdom since 1820.	Sharjah, 3000 to 15,000	Enclave sheikhdom of Ajman; branches inland to Dhaid.	Aerodrome with fortified compound for passengers' accommodation; offshore pearling grounds; residence of British representative for the Trucial Coast; formerly overlord of Ras al Khaima and other sheikhdoms, and then most important political power in the region; the town of Sharjah is visited by steamers from India.
AJMAN	Trucial sheikhdom since 1820.	Ajman 2000	Semiexclave separated entirely enclosed by territory of Sharjah; also reported as semiexclave territory of Ras al Khaimah; area given as 250 square miles.	Sometimes reported to be tributary to Sharjah; sheikh keeps a riding stable.
UMM AL QAIWAIN	Trucial sheikhdom since 1820.	Umm al Qaiwain, 2000	Including the oasis Falaj al Ali; area given as 250 square miles.	In the past more important than today; frequently, at the time of the informant's journey, it comprises hinterland part of Sharjah, and quite frequently in 1953 the town of Umm al Qaiwain is blocked off a small portion.
RAS AL KHAIMA	Trucial sheikhdom since 1919.	Ras al Khaima, 3000	On the coast west at Jazirat al Hamra, east at Sha'am; reported to extend inland but exclude the mountainous area.	In the past tributary to Sharjah; in 1953 the sheikh refused to give permission for the establishment of a flying-boat base; in contrast with other sheikhdoms, a large part of the revenue is derived from the sale of dates.

1: Melamid K-4 (no date) 1953 MK4 Trucial Oman MK4

TABLE I—*Continued*

STATE	POLITICAL STATUS	CAPITAL AND POPULATION	REPORTED BOUNDARIES	REMARKS
KALBA	Trucial sheikhdom since 1937.	Kalba, 5000 to 5000	On the coast of the Gulf of 'Oman north at Dibba, south at Khor Kalba; includes territory on the west side of the mountains of 'Oman.	In the past tributary to Sharjah.
'OMAN	Independent British-protected sultanate.	Muscat, 500,000	Exclave on the peninsula of Musandam west at Sha'am, east at Dibba; main territory on Gulf of 'Oman east of Khor Kalba.	'Oman sovereignty over peninsula of Musandam established with British help.
OTHER TERRITORIES:				
FUJAIRAH	Sheikhdom without Trucial status.	....	Probably enclave in Kalba located primarily near the Gulf of 'Oman.	In the past probably tributary to Sharjah.
BURAIMI	Neutral area claimed by Saudi Arabia, 'Oman, and Abu Dhabi.	5000	Probably bounded by many Trucial sheikhdoms and 'Oman.	Inland oasis reported before 1925 and today under the influence of Abu Dhabi.
HAFIT	Reported joint property of Abu Dhabi and 'Oman.	....	....	Near Buraimi.
DHAID	Reported as neutral part of Sharjah, and part of Kalba.	....	....	On [illegible] road from the Persian Gulf to Gulf of 'Oman.
LIWA	Political control nowhere described.	....	....	Southwest of Abu Dhabi; reported to be trading with Abu Dhabi.

*Parts of the region between the boundaries of Qatar and the town of Abu Dhabi may be territory of Saudi Arabia. South of the town of Abu Dhabi there may be territory of the Trucial sheikhdoms or of Saudi Arabia or of 'Oman or of Aden Protectorate.

As Sir Percy Cox[1]

writes: "The relative position of the Principalities . . . depends almost entirely on the personalities of the ruling Shaikhs for the time being. Unfortunately, owing to the chronic prevalence . . . of . . . feuds, they have for the last few generations been a short-lived 'class.'" Besides the territories of the sheikhs, there are neutral areas. In one of them, the Buraimi Oasis, near the border of 'Oman, a durbar (an official meeting of all the Trucial sheikhs with a British representative) took place in 1945;[8] this inconveniently located place was selected because sheikhs' wars prevented the choice of a better place near the coast. Another neutral area (although there seems to be a difference of opinion on its status) is the oasis of Dhaid,[9] on the motorcar route from Sharjah to the

[8] O'Shea, *op. cit.* [see footnote 3, above], p. 171. See below (p. 204) for other claims to Buraimi.

[9] *Ibid.*, p. 156. See also Desmond Vesey-Fitzgerald: From Hasa to Oman by Car, *Geogr. Rev.*, Vol. 41, 1951, pp. 546-560, reference on p. 553.

[1] [For footnote, see p. 197 of text -- Analyst]

1: Melamid K-4 (no date) 1953 MK4 Trucial Oman MK4
Qatar MK3

Gulf of 'Oman established by the Middle East Anti-Locust Unit in 1943. Besides Trucial sheikhs and their immediate subjects, there are Bedouins, who, however, do not engage in any activity on the seas and are thus outside the provisions of the treaties. In general, the Bedouins recognize the authority of one or another of the Trucial sheikhs, but changes of allegiance are numerous. Bedouins may decide to make wars of their own, or to change sides during wars between Trucial sheikhs, which makes the political position even more complex. In recent years Bedouins have frequently attacked the motor convoys of British nationals traveling in the definite territory of peaceful sheikhs,[10] but under the provisions of the treaties there seems to be no legal remedy to stop this armed aggression, except through successful local wars by the sheikhs.

As a result of the nature of the treaties, the culture of the area, containing both Arab and Iranian elements, has been preserved practically free of any foreign admixture. Dr. A. R. Lindt,[11] a Swiss observer writing in 1939, was particularly impressed by this achievement. Slowly, however, twentieth-century influences have begun to appear. In the early 1930's Great Britain, in the course of a quarrel over oil concessions in Iran, relocated its air routes to India over Trucial 'Oman instead of Iran. Rights to land seaplanes at Dibai and landplanes at Sharjah were acquired, and maintenance crews and other personnel were permanently stationed there. To ensure safety during local wars, overnight quarters for passengers, with permanent armed guards, were established in a fortified compound near Sharjah. Landing fees, levied according to the number of passengers, were payable to the sheikhs in whose territory landings took place. These landing fees constituted a large part of the revenues of the sheikh of Sharjah, whose only other income is derived from a tax on pearling, which is hard to collect.[12] During the war, rights to make emergency landings on the island of Yas were also acquired by the British government. Today, larger planes can fly directly from Bahrein to Karachi, and little use is made of the landing rights on the Trucial Coast, so that the sheikhs' revenues must have decreased substantially. The introduction of the motorcar has also had a marked effect on the local economy. Traffic from inland oases and the Gulf of 'Oman to the cities on the shores of the Persian Gulf is important, though no statistical data are available.

The presence of oil had been suspected since the beginning of the century, but the inaccessibility of the region together with its uncertain political status

[10] O'Shea, *op. cit.*, p. 13.
[11] Politics in the Persian Gulf, *Journ. Royal Central Asian Soc.*, Vol. 26, 1939, pp. 619–633.
[12] O'Shea, *op. cit.*, pp. 76 and 140.

1: Melamid K-4 (no date) 1953 MK4 Trucial Oman MK4
Qatar MK3

In addition, water-distilling plants, hospitals, and other installations were set up by the oil company. The first regular police force in the whole southeastern Persian Gulf region is now being established, paid out of the oil revenues. As a result of the economic growth of the state, a British government representative is now permanently stationed in the area, and the first modern bank has opened its offices at Doha, which is assuming some of the functions of a capital city.

Qatar's revenues from oil royalties are estimated to have been about $4,200,000 in 1951. A profit-sharing scheme between the company and the sheikh took effect in September, 1952, and, based on current petroleum production and prices, Qatar's share in the future annual profits is estimated at about $12,000,000.[13]

Impact of Oil Development

From the descriptions of recent visitors it appears that cessation of warfare must precede the effective development of the resources of the Trucial Coast. The drawing of permanent boundaries will be a prerequisite for a truce on land as well as for the division of royalties and possible profit participation schemes. There may already be agreement on some coastal points for boundary delimitation (Table I); inland, perhaps because of the absence of marked physical features, there seem to be no traditional points that might assist in the establishment of boundaries. Some sheikhs are reported to be ready to agree to definite boundaries; for, as Codrai[14] reports, "their appetites [are] wetted [*sic*] by concession subsidies." Writing about the same time, Sir Olaf Caroe[15] remarks that "there will be a scramble to assert and establish rights over land which may be disputed between two or more Shaikhs . . . The worst instincts . . . may then have full play." So far, no announcements of definite boundary decisions or of a general truce in the land fighting have been made, and all the available evidence appears to confirm Sir Olaf Caroe's pessimistic prediction. Meanwhile, for example, the concession of Abu Dhabi reads (translated from the Arabic): "And if in the future there should be carried out a delimitation of the territory belonging to Abu Dhabi . . . then the area (of this Agreement) shall coincide with the boundaries provided in such delimitation."[16] The Bedouins of Trucial 'Oman and their rights and ambitions further complicate the problem; for many of them roam also over territory that may be part of Saudi Arabia, or 'Oman, or Qatar, or possibly even Aden Protectorate.

[13] Calculated from the *Petroleum Press Service*, Vol. 19, No. 10. London, October, 1952, p. 356.

[14] R. A. Codrai: 'Oman, Including the Trucial Coast, *Canadian Geogr. Journ.*, Vol. 40, 1950, pp. 184–192; reference on p. 192.

[15] Wells of Power (London, 1951), p. 22.

[16] Quoted in *Petroleum Press Service*, Vol. 19, No. 1, January, 1952, p. 6.

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CHAPTER XVI

IN February, 1945, the British Resident of the Gulf, Sir Geoffrey Prior, called a conference of the Trucial sheikhs at Baraimi. Baraimi was chosen as the site for the 'durbar' because it is in neutral territory and is practically the only part of Oman over which none of the sheikhs has suzerainty. It lies at the base of the Trucial political division, and is the meeting place of all the main caravan routes from Abu Dhabi, Dubai, Sohar (on the Gulf of Oman side of the peninsula) and Ras-al-Khaimah. Roughly ninety miles south-east of Sharjah, Baraimi, which lies in the middle of a large oasis, is geographically the north-eastern extremity of the great Rub-al-Khali desert. It was from here that I began my journey into that desert later in the year.

For centuries Baraimi has been a centre of the slave trade; lying as it does between the western and eastern coasts of the peninsula, the terminus of the main Oman caravan routes, it is ideally situated for this purpose. In the heyday of the slave traffic, slaves were brought here by ship either from Abu Dhabi or Sohar. The former port was used more extensively towards the end of the nineteenth century, since the suppression of piracy by British gunboats forced the Arab dealers to lie low in the Persian Gulf until they could unload their cargoes.

To-day, there is no direct importation of negro slaves from the African coasts, but a secret traffic exists in the sale of young ex-slaves, negroes and Persians, who are abducted by raiding Bedouins from the villages and towns. These unfortunates are taken to Baraimi, over which territory the British Government has no treaty rights, and are sold in the open market. There is no fixed day for these sales, the dates often being changed or delayed for days and weeks, in order to delude any officials or Government agents who may be in the vicinity. The Political Officers and Indian Government officials with whom I discussed the matter categorically denied that there was a traffic in slaves, but I had evidence to the contrary and determined to find out for myself what truth there was in the stories I had heard.

3: Melamid S-3 (no date) 1954 MK4 Trucial Oman MK4

rural and town populations there is a constant proportion of two to one. The average distance between "dorps" (villages with a population of some 2000) is 72 miles, and each dorp serves an average area of 2696 square miles. In contrast, a population center of about the same size in the canton of Zurich serves an average area of only 20 square miles. The wide-mesh distribution and great distances between central services are both costly and inconvenient and are only partly offset by the fact that every farm is able to supply its working population with essential foods such as corn and with tobacco. The present trend in the Karroo is a scientific attempt to adapt the economy more closely to the environment.—DONALD R. PETTERSON

ASIA

OIL AND THE EVOLUTION OF BOUNDARIES IN EASTERN ARABIA. Since my research for the paper on the "Political Geography of Trucial 'Oman and Qatar" (*Geogr. Rev.*, Vol. 43, 1953, pp. 194–206) was completed, hopes for the discovery of oil have led to further developments in the evolution of states and boundaries in eastern Arabia.

In Trucial 'Oman the maritime truces and treaties with Great Britain oblige the sheikhs (the so-called "Trucial sheikhs") to enforce the agreements (for example, suppression of slave trade) in their own territories. In the neutral areas of Trucial 'Oman no Trucial sheikh has any authority, yet Great Britain cannot enforce the treaties either, for they leave all affairs on land exclusively in the hands of the sheikhs. These shortcomings, particularly significant today in matters of oil concessions and development, have caused the abandonment of the concept of neutral areas in Trucial 'Oman. Such areas are now considered to be part of the territory of one or another of the Trucial sheikhs, who are thus able to exercise their authority. For similar reasons the Trucial sheikhdom of Kalba, the subject of many disputes, is no longer recognized; its former territory is now parceled among other Trucial sheikhdoms. The sheikhdom of Fujaira, which effectively occupies an area near the Gulf of 'Oman, has now been elevated to Trucial rank, with all rights and obligations. As the result of these developments, political conditions in Trucial 'Oman are much more stable today than ever before. This fact in itself, independent of the discovery of oil, may account for recent economic growth. The accompanying table summarizes some of the recent changes in the seven Trucial sheikhdoms of 'Oman. Additional information, particularly for the guidance of travelers, is available in the "Handbook on the Persian Gulf" published by the British Foreign Office (1953). No demarcation of boundaries between Trucial sheikhdoms has yet been reported, and since the basic political relations between the sheikhs remain the same, war may flare up at any time, though in view of the recent economic changes this is believed to be less likely than before.

With the abandonment of the concept of neutral areas in Trucial 'Oman, six villages of the oasis—or, rather, group of oases—called Buraimi (Muwaiqih, Mataradh, Al Ain, Jimi, Qattara, and Hilli), inhabited by the Abu Falah tribe, are now considered to be, and are administered as, a part of Abu Dhabi. The village of Buraimi, inhabited by the Naim tribe, which is reported to graze its herds to the east of the oasis, is part of the Sultanate of Muscat and 'Oman, and thus outside Trucial 'Oman. The remaining village of the oasis, Hamasa, inhabited by the Bu Sham tribe (also reported to graze its herds southeast of the oasis), is occupied by Saudi Arabia (see Melamid, *op. cit.*, p. 204, footnote 23) and claimed

[See p. 296--Analyst]

3: Melamid S-3 (no date) 1954 MK4 Trucial Oman MK4

TABLE I—SUMMARY OF CHANGES IN TRUCIAL SHEIKHDOMS

TRUCIAL SHEIKHDOM	RECENT CHANGES
ABU DHABI	The largest Trucial sheikhdom, territorially better consolidated than before. Prospecting for oil proceeds on land; oil, of a better quality than the other Arabian oils, has been discovered at Murban (about 23° 50′ N. and 53° 45′ E.), but the full significance of the discovery has not yet been evaluated. A new oil concession, to last 65 years, for the offshore subsurface rights in the Persian Gulf, as defined in the 1951 arbitration award, was granted to a combination of British (Anglo-Iranian Oil Company) and French companies in March, 1953; the area is described as exceeding 12,000 square miles (no information has been released to show how this figure was calculated); under the terms of the concession, exploration must begin within a year, and drilling within five years.
DIBAI	The town of Dibai is expanding rapidly; its population is now estimated at 38,000. Two commercial banks and a hospital have been established, and there are regular bimonthly mail-steamer connections with Iraq and India. In view of the growth of Dibai, the headquarters of the British Political Agent for Trucial 'Oman are being transferred there from Sharjah. An offshore concession described as covering 1300 square miles was granted in August, 1952, to the same group of companies that have obtained the Abu Dhabi offshore concession; the terms also are the same, except that the duration is limited to 60 years. Drilling to 12,000 feet has produced no oil so far.
SHARJAH	Probably now the second largest of the Trucial sheikhdoms; includes the inland oasis of Dhaid and the town of Kalba, on the Gulf of 'Oman. The aerodrome near the town of Sharjah is served by three flights a week from Bahrein, the only regular air service to Trucial 'Oman.
AJMAN	No change.
UMM AL QAIWAIN	" "
RAS AL KHAIMA	" "
FUJAIRA	Trucial sheikhdom since 1952; economically unimportant.

by the Sultan of Muscat and 'Oman. After some skirmishes between the troops of Saudi Arabia and British-officered Trucial 'Oman levies, a standstill agreement, similar to the Palestine armistice agreements, was reached, which stabilized for the time being the positions occupied by the various states and armies. Owing to the location of Hamasa between the other villages of the oasis, this standstill agreement has resulted in some form of blockade of the forces of Saudi Arabia there; Saudi Arabian efforts to supply Hamasa have led to further bloodshed and complaints to the United Nations. Since the oasis of Buraimi contains the only sizable wells in the eastern Rub' al Khali desert, possession of, and free access to, all or parts of it is important to anyone who desires to rule, and exploit the minerals of, the Empty Quarter of Arabia. Several suggestions for amicable settlement or arbitration of the dispute have been made, particularly by the new King of Saudi Arabia (*New York Times*, Nov. 11, 1953). In view of the importance of the oasis, definite boundaries between Saudi Arabia, Trucial 'Oman, the Sultanate of Muscat and 'Oman (in whose Dhofar region a group of American oil companies has a concession), and possibly Aden Protectorate may now be established, though the process of definition would take some time. All the oil companies operating in the states concerned have announced their agreement to any new boundaries that may be drawn.—ALEXANDER MELAMID

PHYSICAL GEOGRAPHY

ARID ZONE RESEARCH. "Reviews of Research on Arid Zone Hydrology" (Paris, 1953) is the first fruit of UNESCO's Arid Zone Programme, which had its beginning in 1948. For study purposes the arid lands of the world were divided into eight regions—

TO 133 502 721

in two miles from their entrances. Thus it was that the pirate tribes were able to build their towns behind these natural booms, and to carry on their ruthless calling in defiance of the British and Portuguese navies — and to earn for their stronghold the much feared and romantic name, "The Pirate Coast".

TO 101 ●631 648 628 [527]

Trucial 'Oman, as it is called today, is ruled by six independent sheikhs, bound under old treaties with Britain to maintain a maritime truce for the prevention of piracy and slave-trading. Family feuds and inter-tribal quarrelling are as common among them as are the rusty, ancient cannon. Many of the latter are no doubt from British men-o'-war, and some are still used for ceremonial occasions, a party afterwards being despatched to retrieve the cannon-balls.

TO 361 504 439

Unspoiled by time, Sharjah is one of the principal little towns, but it lacks the enchantment of Dibai, a picturesque centre a few miles along the coast to the west. A wide, shallow inlet divides Dibái and its waterfront of quaint little coffee-houses, and provides anchorage for dhows that bring transshipped goods from other continents. In the large market-place, spread on either side of the inlet and connected by a ferry-service of numerous little pole-propelled craft, the bedouin, with his henna-dyed beard and ancient rifle, can be seen fingering everything that is on show, from modern radio sets to ladies' lingerie, but he has little use for some of the strange products of the West.

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p. 191 (A)

3:Royal Institute of International Affairs U-4 (no date)1954 M1 Middle East
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THE TRUCIAL COAST

The shore extending eastward from Qatar to the entrance to the Gulf consists of the shaikhdoms of Abu Dhabi, Dibay, Sharja, Kalba, Ras al-Khaima, Umm al-Quwain, and Ajman. Most possess shallow anchorages on an inlet; inland, they have few interests apart from access to wells, and their frontiers with Saudi Arabia are undemarcated.

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The interest they present from an international point of view lies largely in the success or failure in prospecting for oil. Petroleum Development (Trucial Coast) Ltd, which is, like its companion in Qatar, an affiliate of IPC has drilled test wells in both Abu Dhabi and Dibay, so far without success. The Shaikhdom of Abu Dhabi has, however, come into prominence on two other counts. First, its dealings with the company were in 1951 the subject of the noted arbitration case in which the Shaikh claimed the right to grant a concession to the Superior Oil Company under the sea-bed off his coasts. PDL lost their claim that their concession extended beyond his territorial waters. Exploration rights in marine areas have been granted to Anglo-Iranian off Abu Dhabi and to Anglo-Iranian in association with the Compagnie Française des Pétroles off Dibay.

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In 1952–3, pressure was exercised on the Shaikh from another quarter, Saudi Arabia. The oasis of Buraimi, which consists of eight villages and lies on the undelimited confines of Abu Dhabi and the Sultanate of Muscat, was partly occupied by a servant of the Saudi Arabian Government on grounds, contested by both the lesser rulers concerned, that the family had owned it in the nineteenth century and claimed title to its ancestral domain. It is likely that belief in the oil-bearing possibilities of these deserts precipitated this sudden claim. The Shaikh of Abu Dhabi and the Sultan of Muscat both sought and obtained some British diplomatic help in upholding their title to the oasis. The incident was important chiefly because it showed how unwise it is not to delimit such frontiers before they assume economic importance through the discovery of mineral wealth.

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MUSCAT AND OMAN

The area of this independent Sultanate[1] is estimated at about 82,000 square miles. It lies at the extreme south-east of the Arabian peninsula, and has a sea coast of some 1,000 miles facing south-east and east and extending from the frontier of the Sultanate of Qishn and Socotra (Eastern Aden Protectorate)

[1] Its status was affirmed by the Hague Court in the Muscat Dhows Case in 1905.

30: Gt. Britain G-5 (ca. 1918) 1920 MJ1 Saudi Arabia
Trucial Oman MK4

439 and Dibai for their connivance in this traffic; in 1910 resistance was offered at Dibai to an armed party from H.M.S. *Hyacinth*, an encounter resulting in loss of life on both sides. Such illegal traffic satisfied the adventurous spirit of a maritime people, whose indulgence in buccaneering before the policing of the Gulf earned for their W. littoral the name of the Pirate Coast. But the establishment of the Arms Warehouse at Muscat (see Chap VIII, p. 247) has cut off the principal source of supply.

433 Local manufactures are few, and their products not sufficiently extensive to be exported. Fine sheep-wool abbas are made at Shārjah and daggers at Ras el-Kheimah. The latter are of the curved form universal along the Gulf from Koweit to the S., as also in parts of Western India.

Recent History and Present Politics

•631 The position of the five ruling Sheikhs is regulated by two agree-
648 ments with the British Government. The first, signed in 1853, provides for the cessation of hostilities at sea between the signatories, and imposes on Great Britain the duty of enforcing peace and obtaining reparation for breaches of it. The second, signed in 1892, binds the Sheikhs not to enter into correspondence or agreement with any power other than the British Government, not to permit the agent of any other Government to reside within their territories, and not to cede, sell, mortgage, or otherwise alienate to any other Government any part of their respective territories. The apparent effect of the two agreements is to place the foreign relations of the Sheikhs under British control, and to make Great Britain responsible for their protection should they be endangered through carrying out their obligations. In 1913 there was a certain apprehension, especially at Abu Dhabi, that the victorious Emir of Nejd might extend his conquests on the side of Oman. The number of Trucial chiefs recognized by Great Britain may at any time be increased. The Sheikhs of Ras el-Kheimah, Hamrīyah, and Fujeirah are already practically independent. The sheikhdoms are very unequal in importance, ranging from considerable territories like those of Shārjah and Abu Dhabi to small districts consisting of little more than a single township and its environs. In the following sections the Principalities, or Sheikhdoms, are described in order from east to west.